The Road Inventory of Hanalei National Wildlife Refuge

Kilauea, HI

Prepared By:
Federal Highway Administration
Central Federal Lands Highway Division
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INTRODUCTION

The Transportation Equity Act for the 21st Century (Public Law 105-178) created the Refuge Roads Program. Refuge roads are those public roads that provide access to or within a unit of the National Wildlife Refuge System and for which title and maintenance responsibility is vested in the United States Government. Funds from the Highway Trust Fund are available for refuge roads and can be used by the station to pay the cost of:

(a) Maintenance and improvements of refuge roads.
(b) Maintenance and improvements of:
    (1) Adjacent vehicle parking areas
    (2) Provision for pedestrians and bicycles and
    (3) Construction and reconstruction of roadside rest areas that are located in or adjacent to wildlife refuges
(c) Administrative costs associated with such maintenance and improvements.

The funds available for refuge roads are to be disbursed based on the relative needs of the various refuges in the National Wildlife Refuge System, and taking into consideration:

(a) The comprehensive conservation plan for each refuge;
(b) The need for access as identified through land use planning; and
(c) The impact of land use planning on existing transportation facilities.

To determine the relative needs of the U.S. Fish and Wildlife Service, the Federal Highway Administration (FHWA) was asked to inventory all public access roads and parking lots and provide a condition assessment of each. In 2008 the inventory was expanded to include administrative (service use only) roads and parking lots. An FHWA representative meets with refuge personnel to identify route segments and assign route numbers and functional classifications (See Appendix) for each route. All roads and parking lots are mapped using Trimble GPS units and visually assessed for condition using the RSL method of evaluation developed at Utah State University (See Appendix). Culverts, Gates, Guardrails and Low Water Crossings are also mapped and inspected for any obvious defects.

An estimate is provided, in year 2008 dollars, based on the condition determined by the rating system. Estimates are based upon data and location factors from the 2008 RS Means Heavy Construction Cost Data 22nd Annual Edition. Cost estimates should be evaluated on a case-by-case basis when being used for programming purposes.

Native Surfaced roads and parking lots already inventoried will not be re-inventoried and will not appear individually in report chapters 5, 6 and 8. Mileages and areas of native surfaced roads and parking lots will still appear in all summaries in the report and will remain in the road inventory database. In addition to this report, the FHWA will furnish the condition ratings of each route and segment to the Fish and Wildlife Service in a Microsoft Access database so the data can be included in their Real Property Inventory.

Hanalei National Wildlife Refuge - 12522
Summaries

Route Miles and Percentages by Functional Class and Condition

Condition Rating (Based on RSL)*

	Excellent		Good		Fair		Poor		Failed		TOTAL
F. C.	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	MILES
I	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
II	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
III	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
IV	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
V	0.00	0.0%	4.50	85.1%	0.79	14.9%	0.00	0.0%	0.00	0.0%	5.29
Totals	**0.00**	**0.0%**	**4.50**	**85.1%**	**0.79**	**14.9%**	**0.00**	**0.0%**	**0.00**	**0.0%**	**5.29**

*For a description of condition ratings for the various surface types see the Appendix.

Route Miles and Percentages by Surface Type and Condition

Paved Condition Rating [Condition(RSL)]

	Excellent		Good		Fair		Poor		Failed		TOTAL
Surface	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	MILES
AS	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
CO	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Totals	**0.00**	**0.0%**	**0.00**	**0.0%**	**0.00**	**0.0%**	**0.00**	**0.0%**	**0.00**	**0.0%**	**0.00**

Unpaved Condition Rating [Condition(RSL)]

	Excellent		Good		Fair		Poor		Failed		TOTAL
Surface	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	MILES
GR	0.00	0.0%	0.41	48.2%	0.44	51.8%	0.00	0.0%	0.00	0.0%	0.85
NA	0.00	0.0%	4.09	92.1%	0.35	7.9%	0.00	0.0%	0.00	0.0%	4.44
PR	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Totals	0.00	**0.0%**	4.50	**85.1%**	0.79	**14.9%**	0.00	**0.0%**	0.00	**0.0%**	**5.29**

Square Footage (Parking Areas)

Condition Rating

	Excellent		Good		Fair		Poor		Failed		Total
Surface	SQ FT	%	SQ FT	%	SQ FT	%	SQ FT	%	SQ FT	%	SQ FT
AS	4,615	43.6%	0	0.0%	0	0.0%	5,961	56.4%	0	0.0%	10,576
CO	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
GR	0	0.0%	10,157	23.7%	32,768	76.3%	0	0.0%	0	0.0%	42,925
NA	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
PR	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
Totals	**4,615**	**8.6%**	**10,157**	**19.0%**	**32,768**	**61.2%**	**5,961**	**11.1%**	**0**	**0.0%**	**53,501**

Hanalei National Wildlife Refuge - 12522
Summaries

Route Miles and Percentages by Use Type and Condition

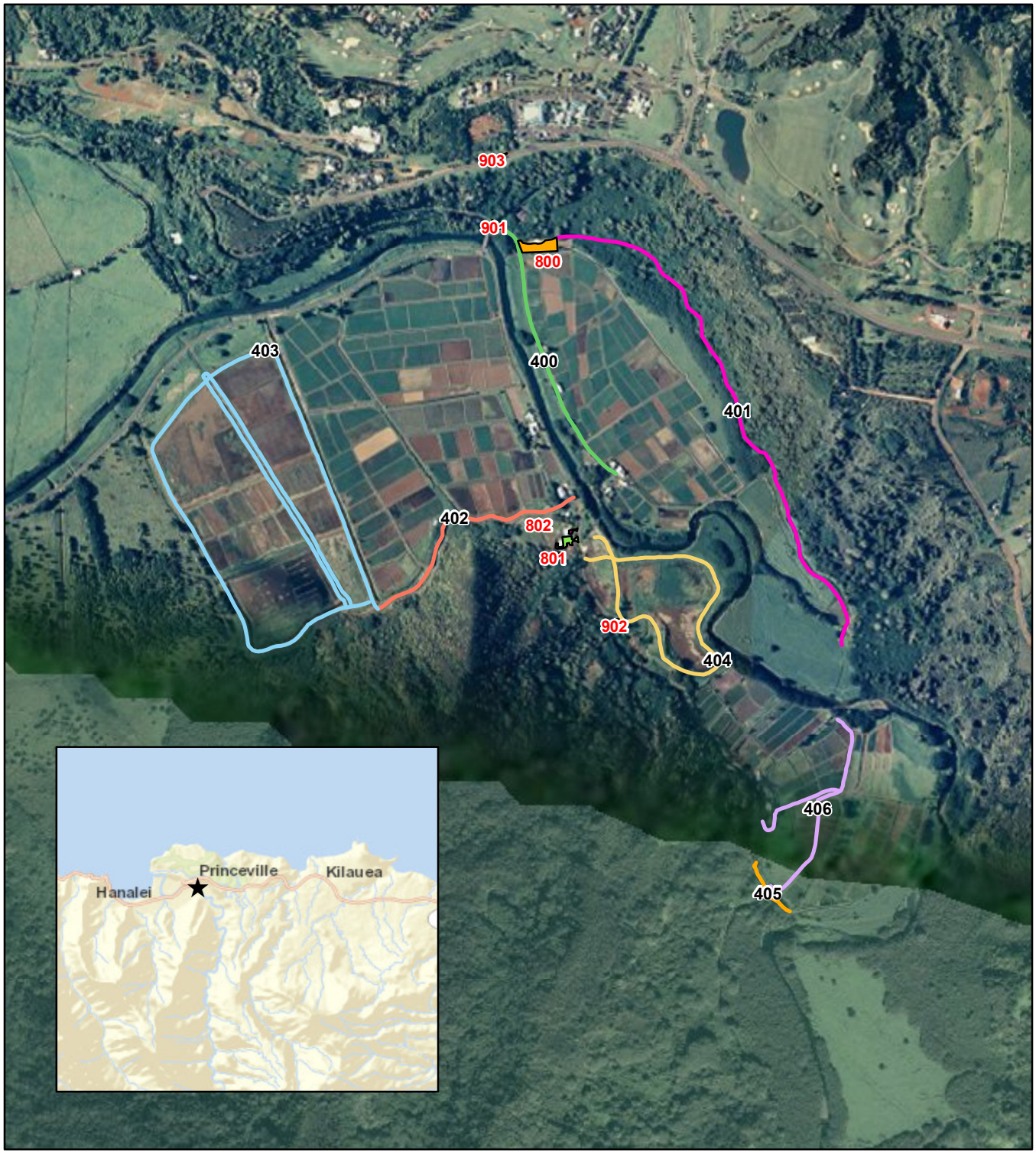
Road Condition Rating: Public/Administrative Use

USE TYPE	Excellent		Good		Fair		Poor		Failed		TOTAL
	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	MILES
Public (FC I-III)	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Admin (FC IV-V)	0.00	0.0%	4.50	85.1%	0.79	14.9%	0.00	0.0%	0.00	0.0%	5.29
Totals	**0.00**	**0.0%**	**4.50**	**85.1%**	**0.79**	**14.9%**	**0.00**	**0.0%**	**0.00**	**0.0%**	**5.29**

Parking Condition Rating: Public/Administrative Use

USE TYPE	Excellent		Good		Fair		Poor		Failed		Total
	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft
Public	4615	29.1%	0	0.0%	5261	33.2%	5961	37.6%	0	0.0%	15,837
Admin	0	0.0%	10157	27.0%	27507	73.0%	0	0.0%	0	0.0%	37,664
Totals	**4,615**	**8.6%**	**10,157**	**19.0%**	**32,768**	**61.2%**	**5,961**	**11.1%**	**0**	**0.0%**	**53,501**

Hanalei National Wildlife Refuge
ROUTE LOCATION MAP



Hanalei National Wildlife Refuge - 12522
Route Identification List

Shading Color Key:	White = Paved Routes
	Yellow = Unpaved Routes

RTE #	Asset Number	ROUTE NAME	RTE MI	ROUTE DESCRIPTION	PAVED MI	UN-PAVED MI	LANES	FC
400	10042328	Farmer Access Road	0.44	From Hanalei River Bridge Pullout (Route 901) to inholding	-	0.44	1	5
401	10057591	Kuna Ditch Access Road	0.89	From Kuna Base yard Parking (Route 800) to end of route	-	0.89	1	5
402	10057815	China Ditch Access Road	0.41	From Ohiki Road to ABC Pond Access Road (Route 403)	-	0.41	1	5
403	10064609	ABC Pond Access Road	2.18	From China Ditch Access Road (Route 402) to end of route	-	2.18	1	5
404	10057589	DU Unit Access Road	0.76	From Ohiki Road to end of route	-	0.76	1	5
405	-	Spencer's Access Road	0.10	From Ohiki Road to end of route	-	0.10	1	5
406	-	Southern Service Access Road	0.51	From Spencer's Access Road (Route 405) to River	-	0.51	1	5

Hanalei National Wildlife Refuge - 12522

Route Identification List (Parking)

Shading Color Key:	White = Paved Routes
	Green = Unpaved Routes

Route #	Asset Number	ROUTE NAME	Area (Sq Ft)	ROUTE DESCRIPTION	Surface Type
800	-	Kuna Base Yard Parking	27,507	From Farmer Access Road (Route 400)	Gravel
801	-	Maintenance Shop Parking	8,666	From Ohiki Road	Gravel
802	-	Bunkhouse Parking	1,491	From Ohiki Road	Gravel
901	-	Hanalei River Bridge Pullout	5,961	From Farmer Access Road (Route 400)	Asphalt
902	-	Okolehao Trailhead Parking	5,261	From Ohiki Road	Gravel
903	-	Hanalei Overlook Parking	4,615	From Kuhio Highway	Asphalt

Changes to Fish and Wildlife Service Road Inventory

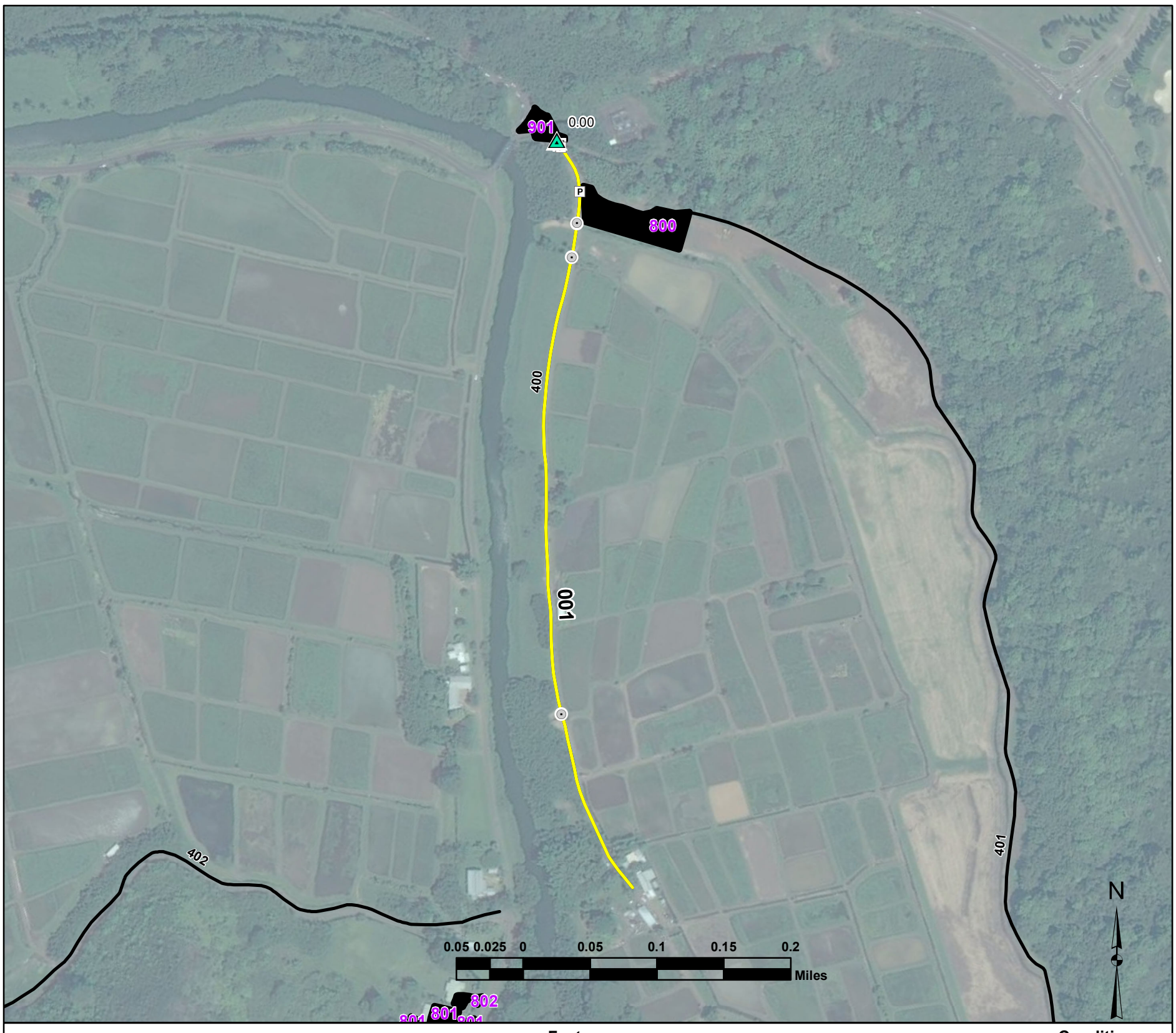
Hanalei NWR

Added

Rte #	Route Name	Description	Comments
400	Farmer Access Road	New Administrative Route	
401	Kuna Ditch Access Road	New Administrative Route	
402	China Ditch Access Road	New Administrative Route	
403	ABC Pond Access Road	New Administrative Route	
404	DU Unit Access Road	New Administrative Route	
405	Spencer's Access Road	New Administrative Route	
406	Southern Service Access Road	New Administrative Route	
802	Bunkhouse Parking	New Administrative Route	

Modified

Rte #	Route Name	Description	Comments
100	Cemetery Road	Removed from inventory; not owned by FWS	
101	Farmer Access Road	Closed to the public. Now Route 400.	
800	Kuna Base Yard Parking	New GPS and Functional class	
801	Maintenance Shop Parking	New Geometry and Functional class	
902	Okolehao Trailhead Parking	Name Changed	



Farmer Access Road

From Hanalei River Bridge Pullout (Route 901) to inholding

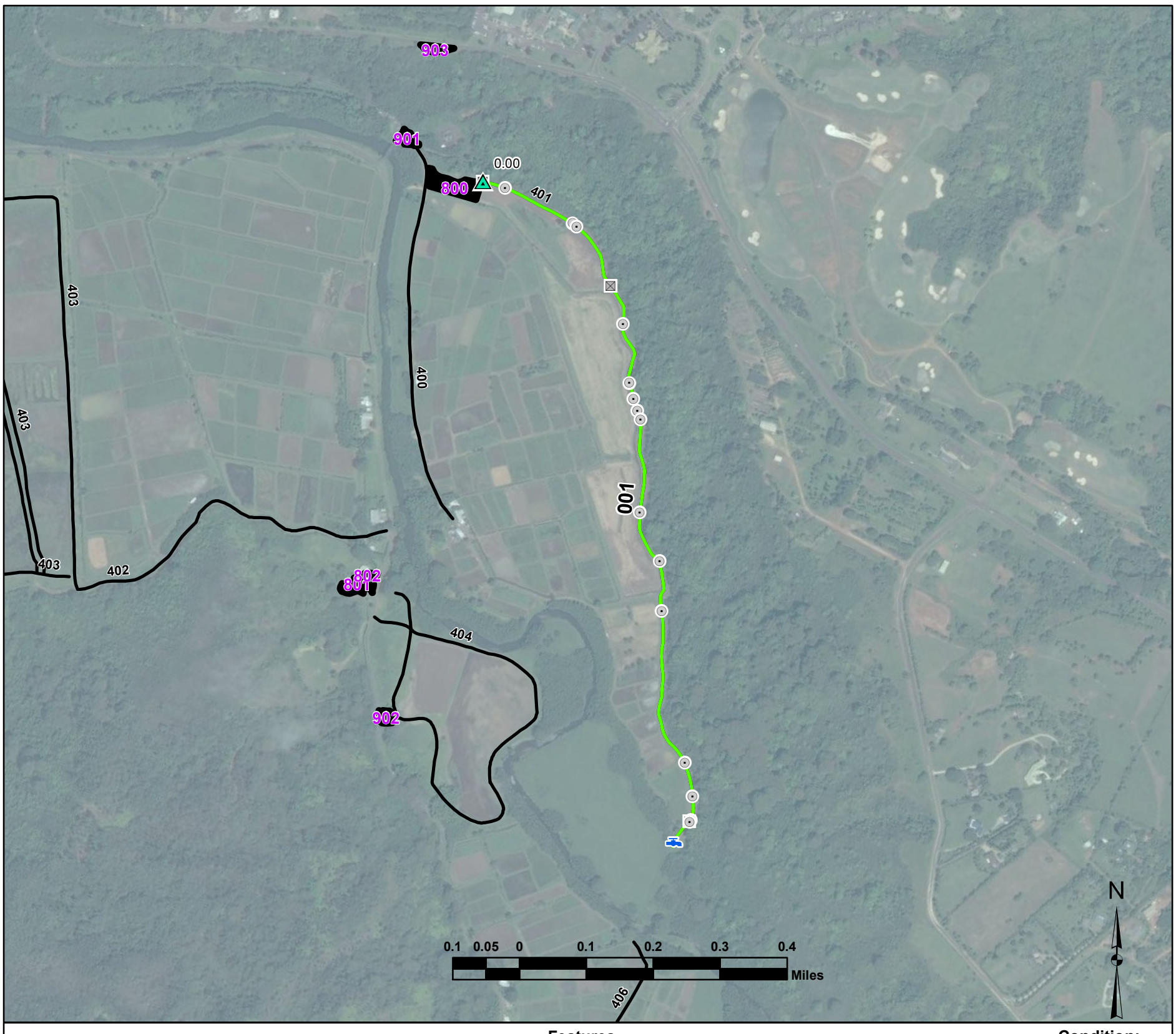
Route Number: 400

Total Route Mileage: 0.44

Asset Number	10042328				
Section Number	001				
Section Length (miles)	0.44				
Inspection Date	01-24-2013				
Surface Type	Gravel				
Number of Lanes	1				
Roadway Width (feet)	12				
Condition	Fair				
Remaining Service Life (years)	4				
Estimated Cost to Repair	$2,200				
Current Replacement Value	$416,100				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Turnout/Parking	001-0.0						
Gate	001-0.0						
Turnout/Parking	001-0.04						
2 Culverts	001-0.05						
Culvert	001-0.07						
2 Culverts	001-0.33						

ROUTE 401



Kuna Ditch Access Road

From Kuna Base Yard Parking (Route 800) to end of route

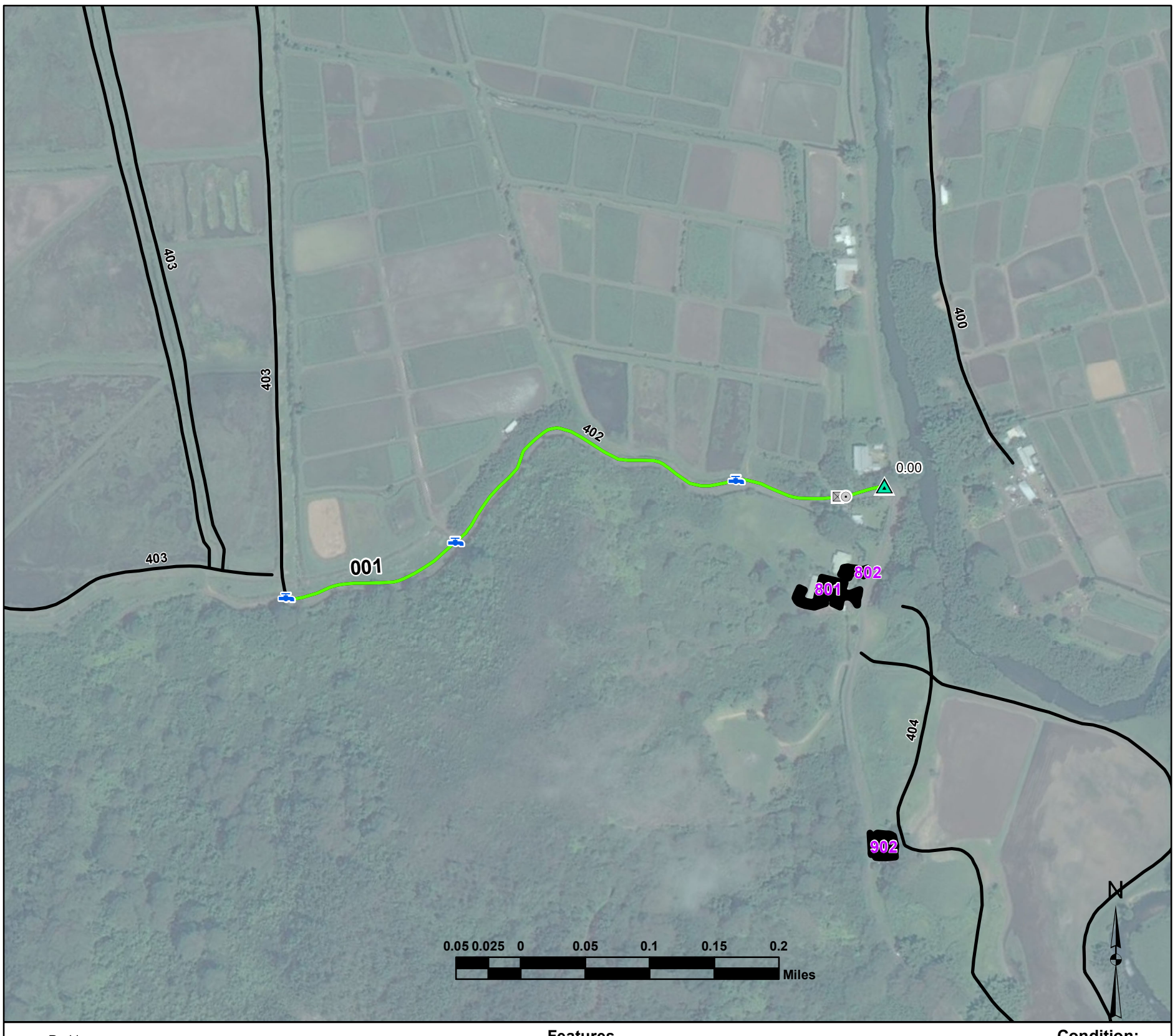
Route Number: 401

Total Route Mileage: 0.89

Asset Number	10057591				
Section Number	001				
Section Length (miles)	0.89				
Inspection Date	01-24-2013				
Surface Type	Native				
Number of Lanes	1				
Roadway Width (feet)	12				
Condition	Good				
Remaining Service Life (years)	7				
Estimated Cost to Repair	$2,100				
Current Replacement Value	$435,400				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0	Culvert	001-0.83				
Gate	001-0.0	Gate	001-0.85				
Culvert	001-0.03	Culvert	001-0.85				
Culvert	001-0.12	Culvert	001-0.86				
Culvert	001-0.13	Water Control Structure	001-0.88				
Gate	001-0.2						
Culvert	001-0.26						
Culvert	001-0.33						
Culvert	001-0.35						
Culvert	001-0.36						
Culvert	001-0.37						
Culvert	001-0.48						
Culvert	001-0.55						
Culvert	001-0.6						
Culvert	001-0.79						

ROUTE 402



China Ditch Access Road

From Ohiki Road to ABC Pond Access Road (Route 403)

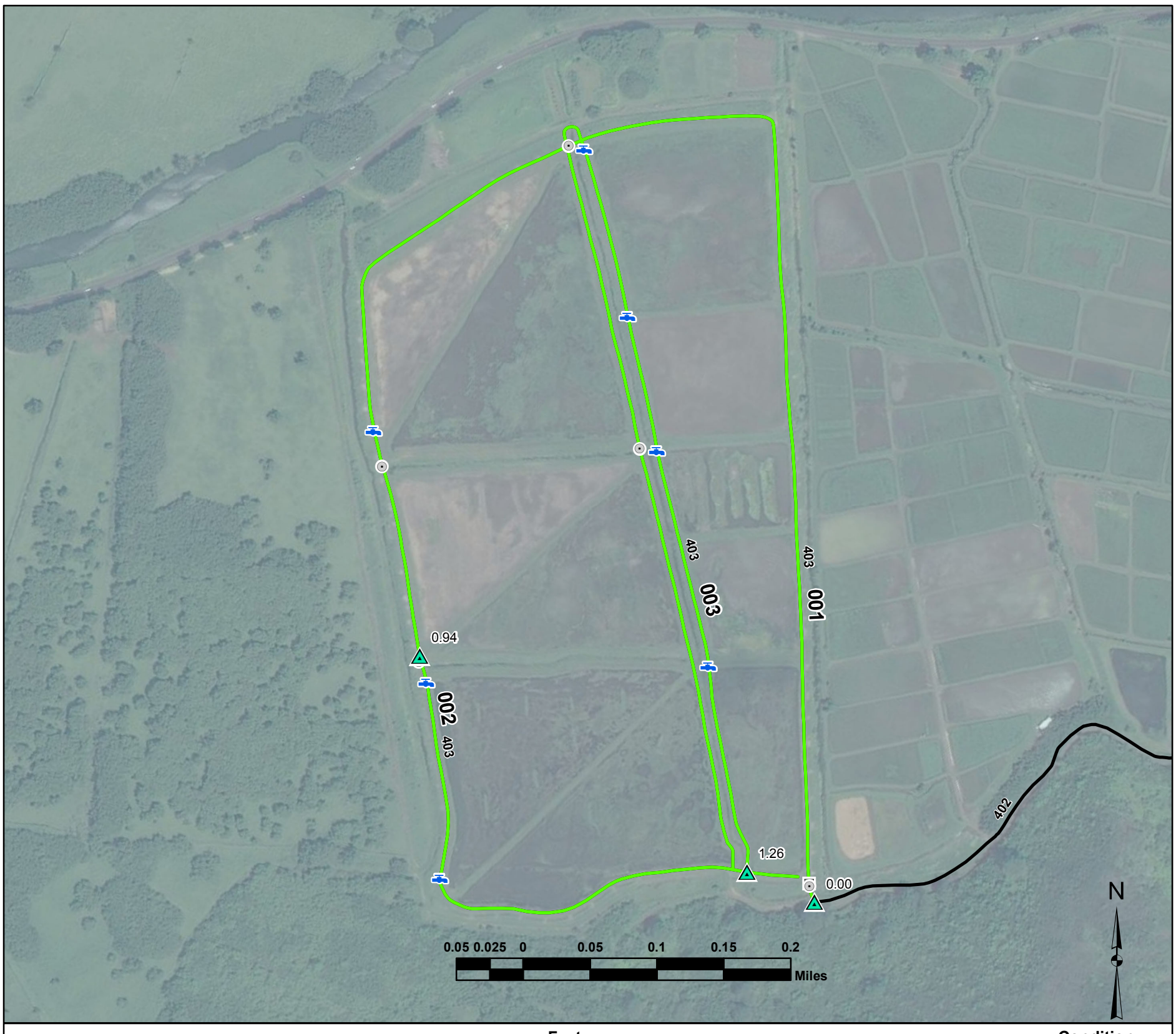
Route Number: 402

Total Route Mileage: 0.41

Asset Number	10057815				
Section Number	001				
Section Length (miles)	0.41				
Inspection Date	01-24-2013				
Surface Type	Gravel				
Number of Lanes	1				
Roadway Width (feet)	12				
Condition	Good				
Remaining Service Life (years)	7				
Estimated Cost to Repair	$900				
Current Replacement Value	$387,700				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Water Control Structure	001-0.0						
Gate	001-0.02						
Culvert	001-0.02						
Water Control Structure	001-0.3						
Water Control Structure	001-0.41						

ROUTE 403



ABC Pond Access Road

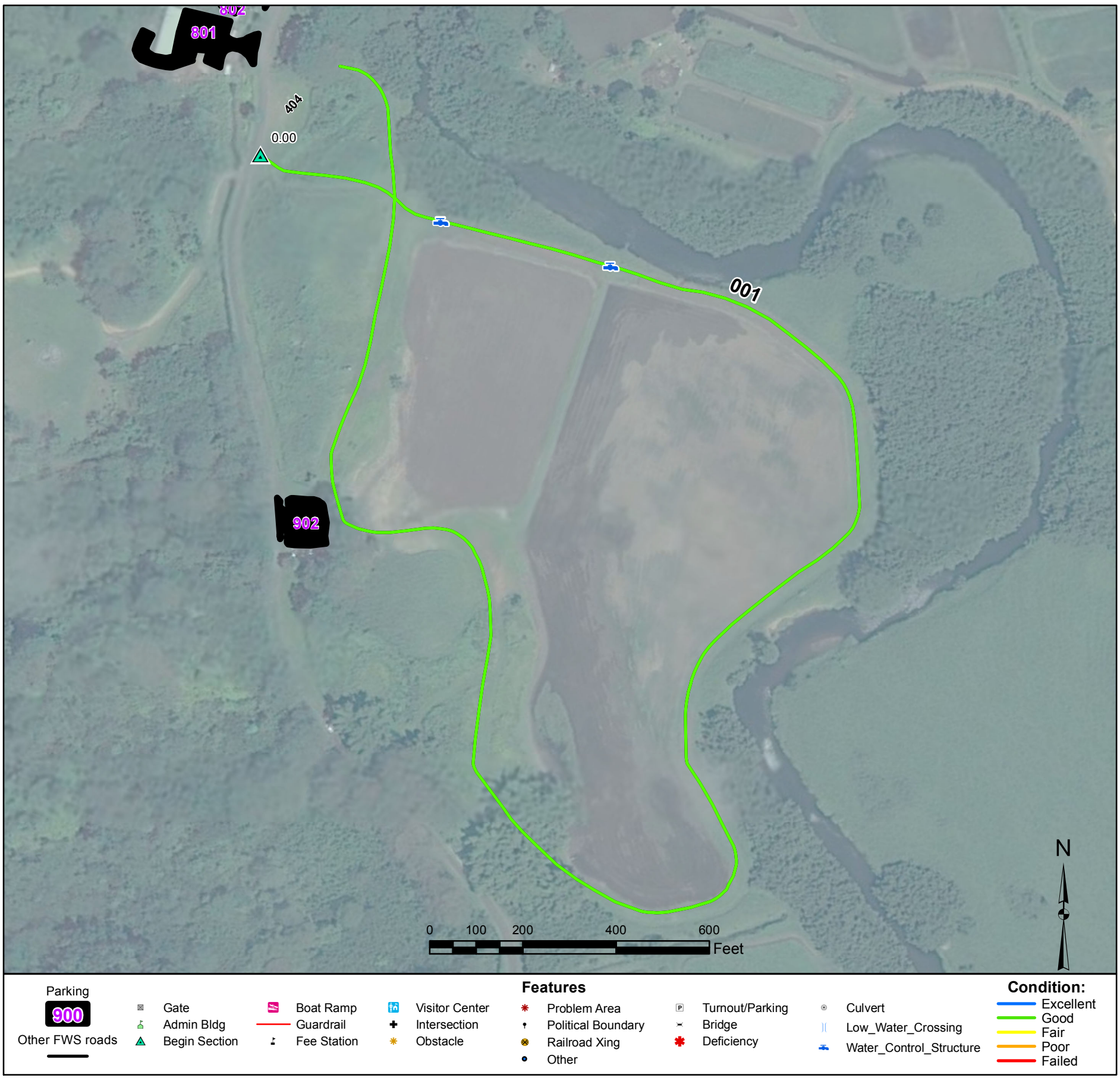
From China Ditch Access Road (Route 402) to end of route

Route Number: 403

Total Route Mileage: 2.18

Asset Number	10064609	10064609	10064609		
Section Number	001	002	003		
Section Length (miles)	0.94	0.35	0.89		
Inspection Date	01-24-2013	01-24-2013	01-24-2013		
Surface Type	Native	Native	Native		
Number of Lanes	1	1	1		
Roadway Width (feet)	10	10	10		
Condition	Good	Good	Good		
Remaining Service Life (years)	7	7	5		
Estimated Cost to Repair	$2,200	$800	$2,100		
Current Replacement Value	$459,900	$171,200	$435,400		

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0	Culvert	003-1.9				
Culvert	001-0.01						
Gate	001-0.01						
Culvert	001-0.57						
Water Control Structure	001-0.8						
Culvert	001-0.83						
Culvert	001-0.94						
Begin Section	002-0.94						
Water Control Structure	002-0.95						
Water Control Structure	002-1.06						
Begin Section	003-1.26						
Water Control Structure	003-1.38						
Water Control Structure	003-1.5						
Water Control Structure	003-1.58						
Water Control Structure	003-1.68						



DU Unit Access Road

From Ohiki Road to end of route

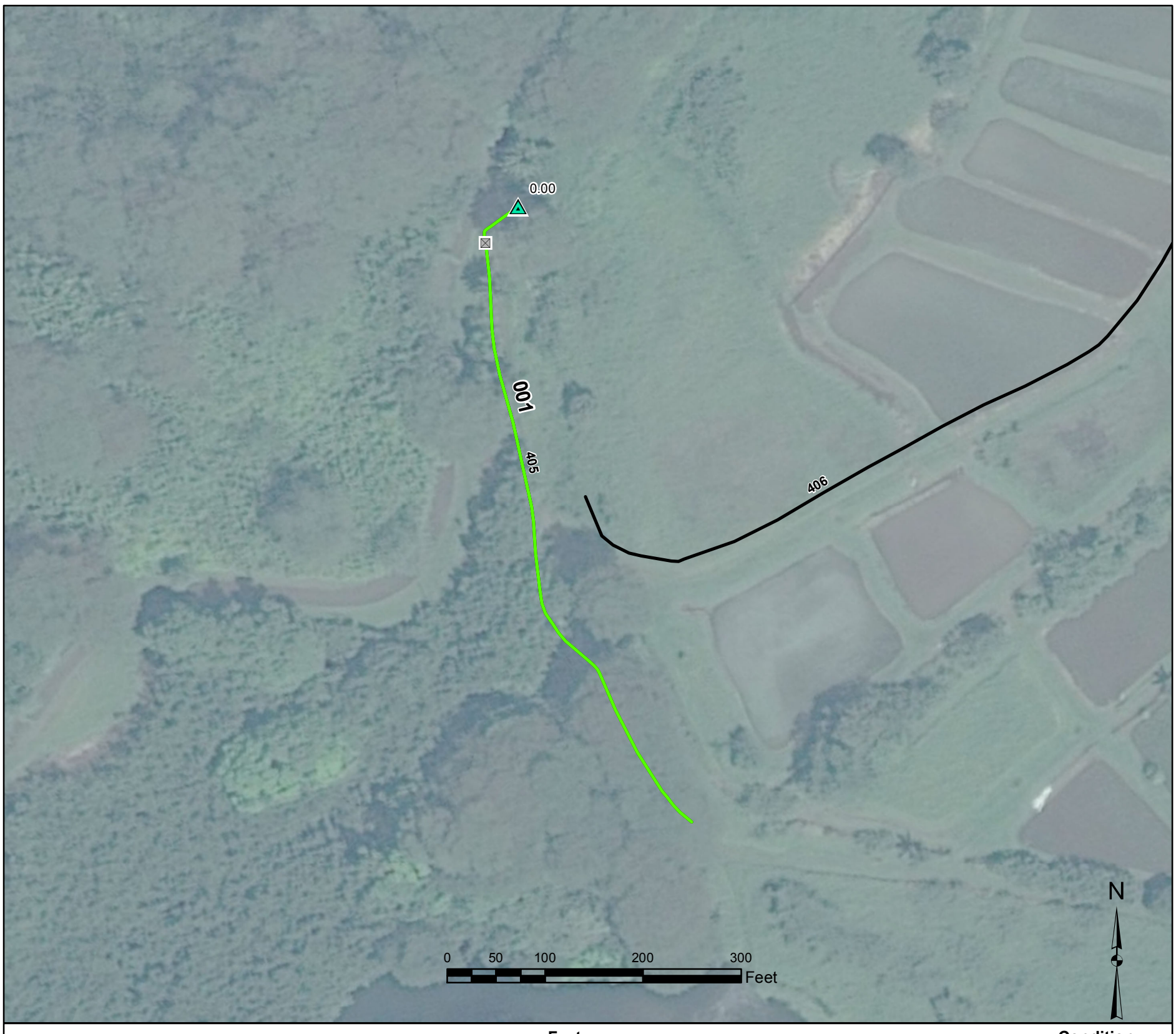
Route Number: 404

Total Route Mileage: 0.76

Asset Number	10057589				
Section Number	001				
Section Length (miles)	0.76				
Inspection Date	01-24-2013				
Surface Type	Native				
Number of Lanes	1				
Roadway Width (feet)	10				
Condition	Good				
Remaining Service Life (years)	7				
Estimated Cost to Repair	$1,800				
Current Replacement Value	$371,800				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Water Control Structure	001-0.06						
Water Control Structure	001-0.12						

ROUTE 405



Spencer's Access Road

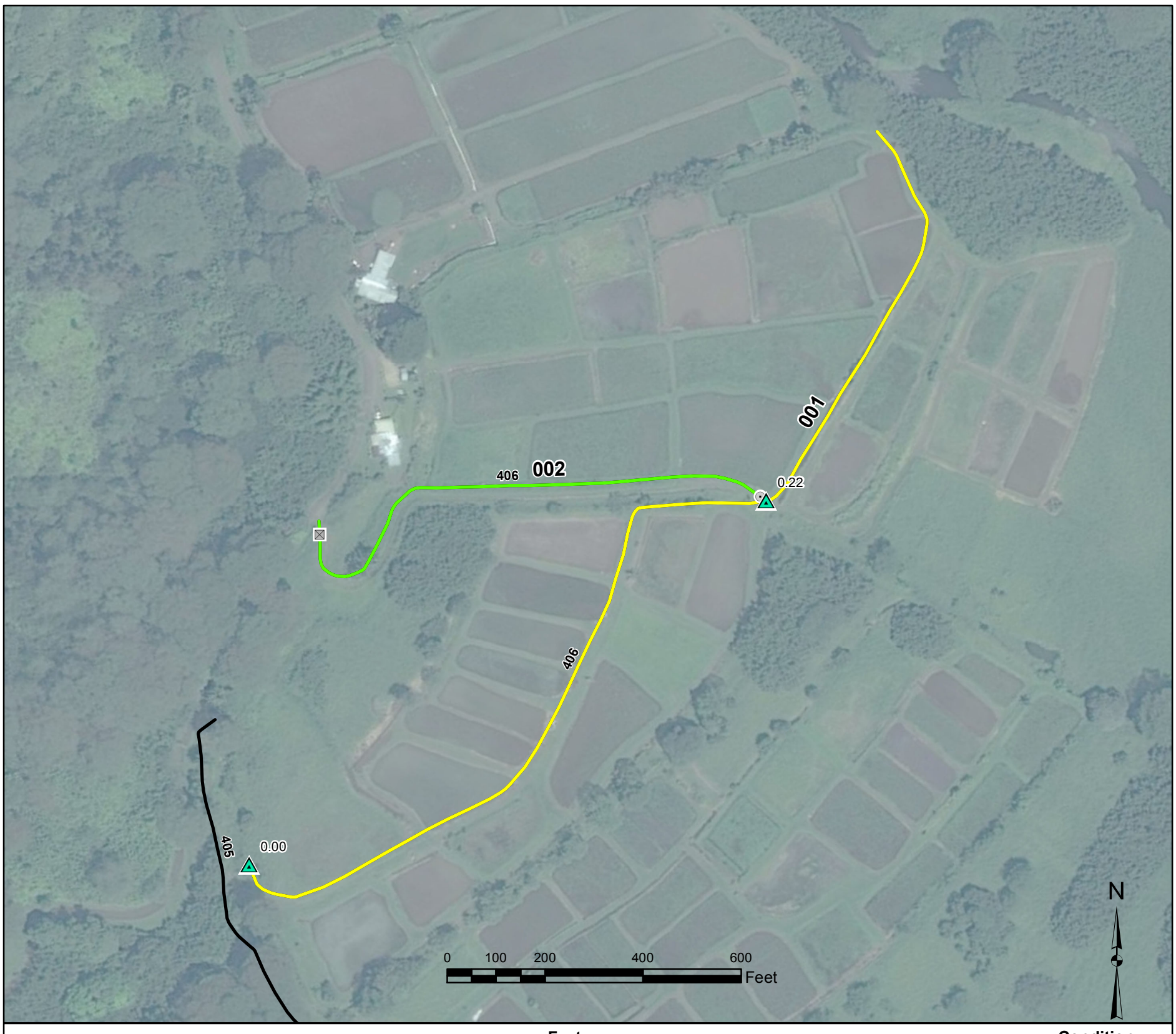
From Ohiki Road to end of route

Route Number: 405

Total Route Mileage: 0.10

Asset Number	-				
Section Number	001				
Section Length (miles)	0.10				
Inspection Date	01-24-2013				
Surface Type	Native				
Number of Lanes	1				
Roadway Width (feet)	10				
Condition	Good				
Remaining Service Life (years)	7				
Estimated Cost to Repair	$200				
Current Replacement Value	$48,900				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Gate	001-0.01						



Southern Service Access Road

From Spencer's Access Road (Route 405) to River

Route Number: 406

Total Route Mileage: 0.51

Asset Number	-	-			
Section Number	001	002			
Section Length (miles)	0.35	0.16			
Inspection Date	01-24-2013	01-24-2013			
Surface Type	Native	Native			
Number of Lanes	1	1			
Roadway Width (feet)	10	10			
Condition	Fair	Good			
Remaining Service Life (years)	4	5			
Estimated Cost to Repair	$1,000	$400			
Current Replacement Value	$171,200	$78,300			

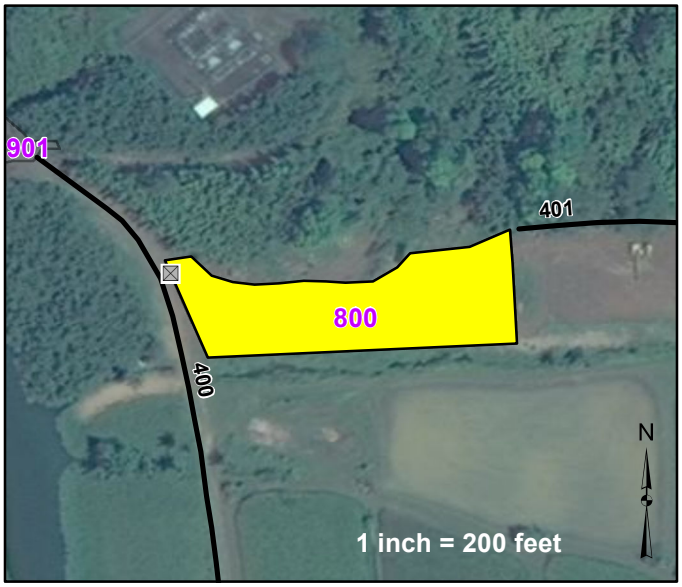
Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Begin Section	002-0.22						
Culvert	002-0.22						
Gate	002-0.37						

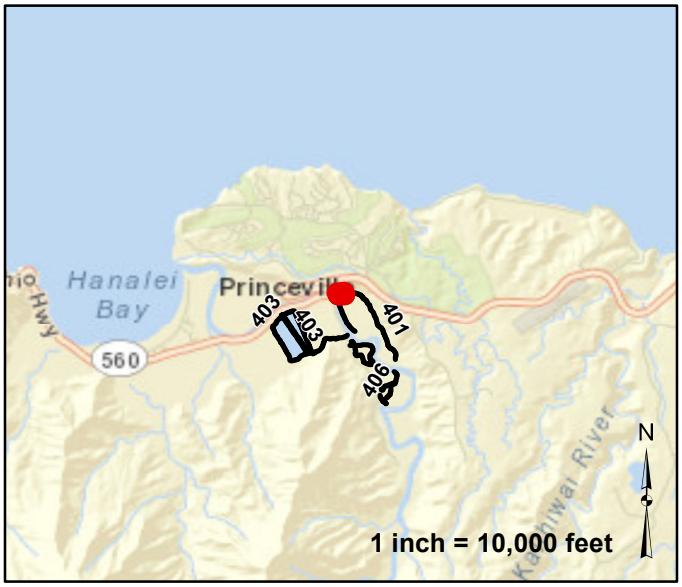
Route Number: 800

Kuna Base Yard Parking

From Farmer Access Road (Route 400)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	27507	15	Fair	Gravel	$10,000	01-24-2013	$186,800





Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

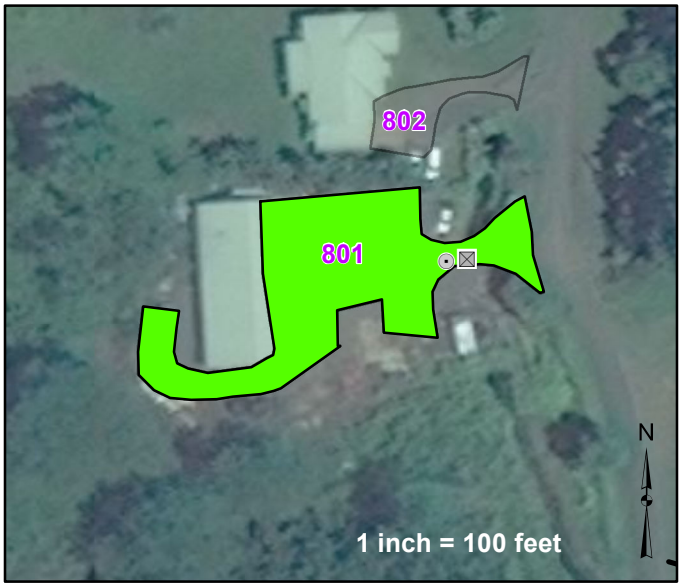
Failed

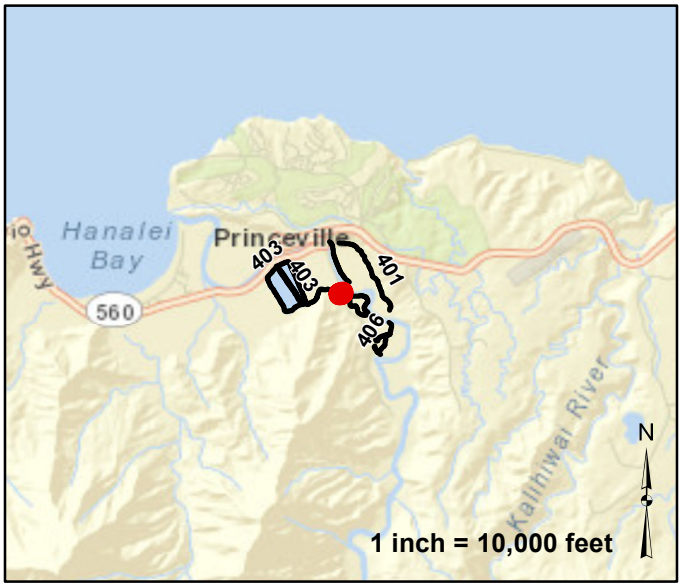
Route Number: 801

Maintenance Shop Parking

From Ohiki Road

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	8666	14	Good	Gravel	$1,800	01-24-2013	$58,800





Parking

900

Other FWS roads

Features

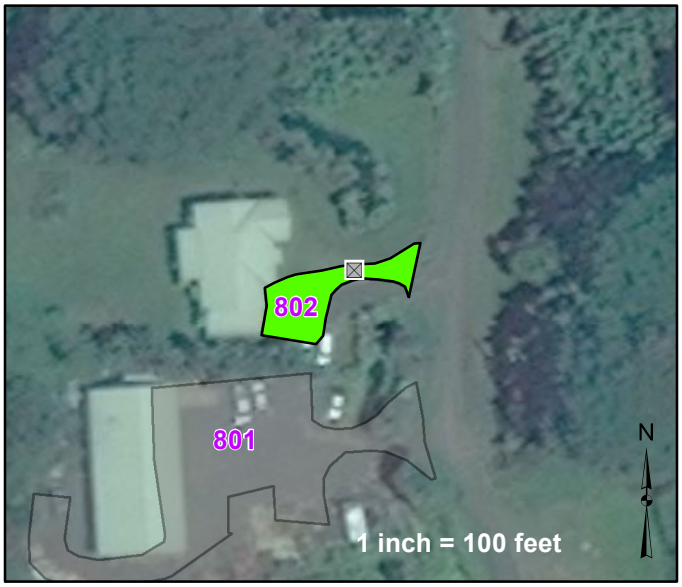
- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

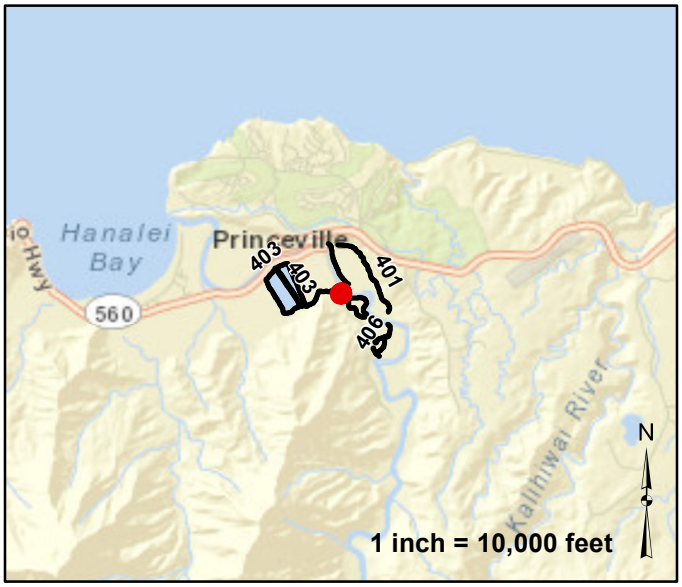
Condition:

- Excellent
- Good
- Fair
- Poor
- Failed

Route Number: 802
Bunkhouse Parking
From Ohiki Road

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	1491	3	Good	Gravel	$300	01-24-2013	$10,100





Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

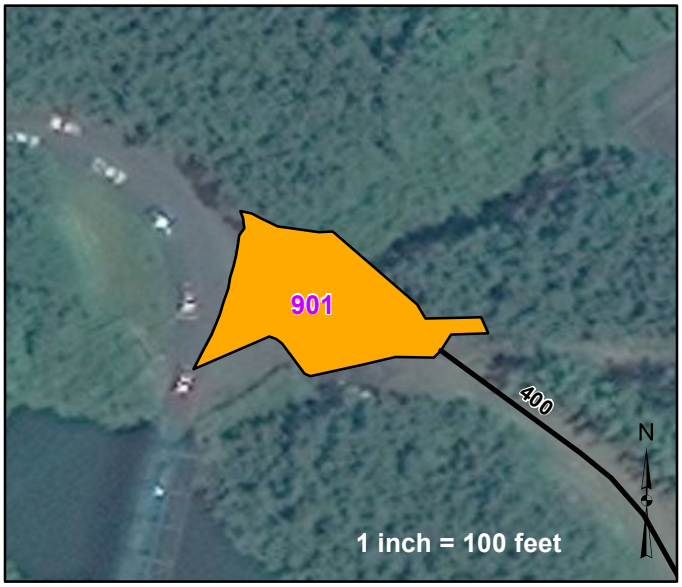
- Excellent
- Good
- Fair
- Poor
- Failed

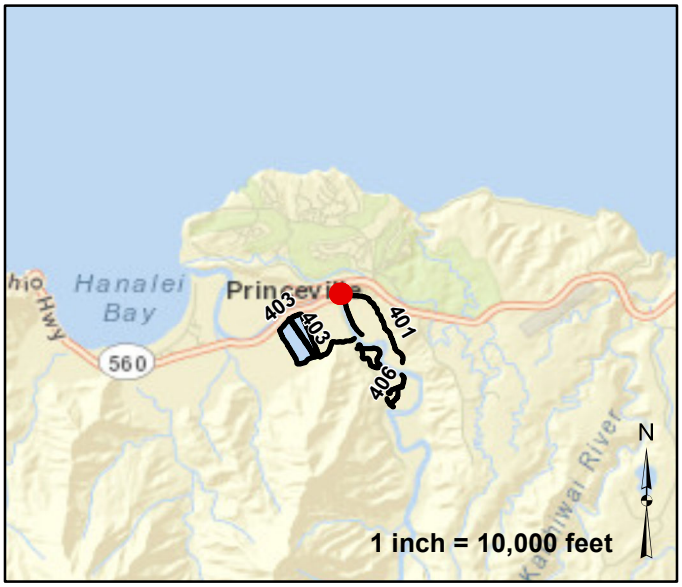
Route Number: 901

Hanalei River Bridge Pullout

From Farmer Access Road (Route 400)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	5961	12	Poor	Asphalt	$39,200	01-24-2013	$74,100





Parking

900

Other FWS roads

Features

Gate
Admin Bldg
Begin Section
Boat Ramp
Guardrail
Fee Station
Visitor Center
Other
Problem Area
Culvert
Low_Water_Crossing
Water_Control_Structure

Condition:

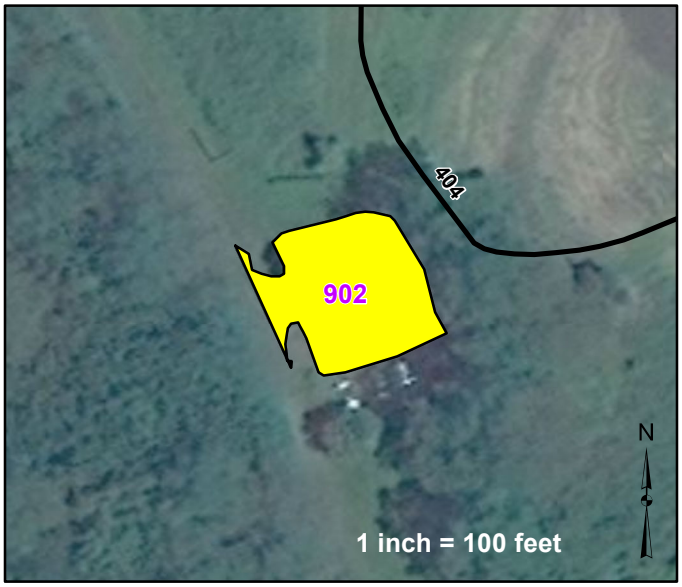
Excellent
Good
Fair
Poor
Failed

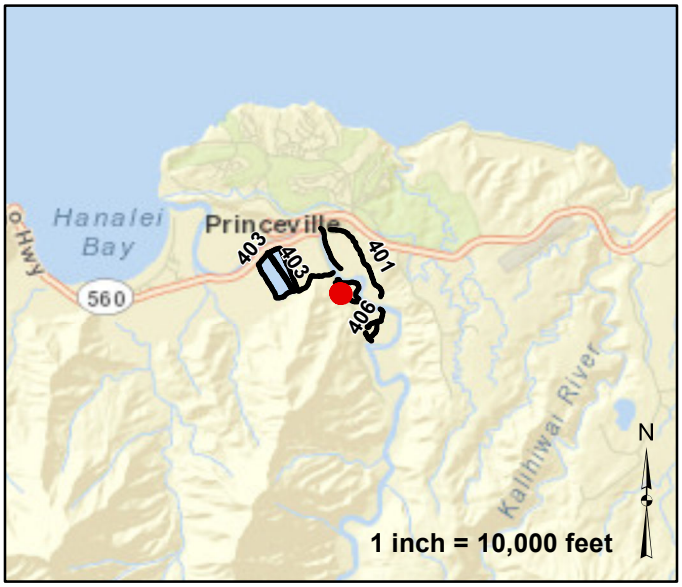
Route Number: 902

Okolehao Trailhead Parking

From Ohiki Road

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	5261	10	Fair	Gravel	$1,900	01-24-2013	$35,700





Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

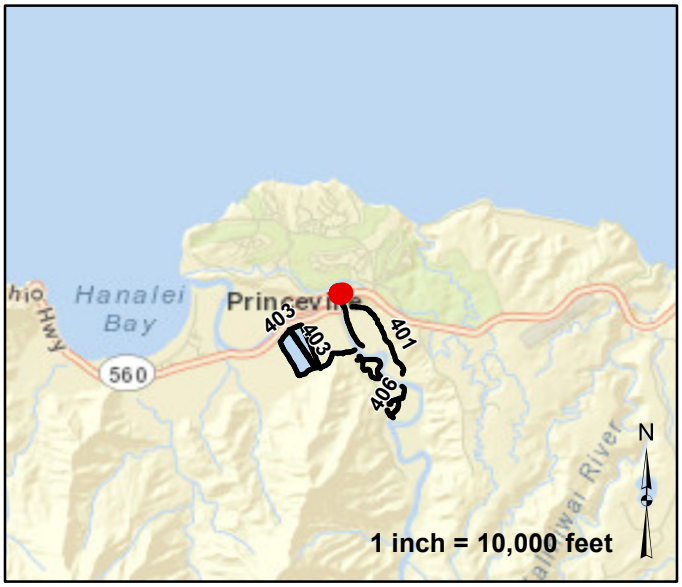
- Excellent
- Good
- Fair
- Poor
- Failed

Route Number: 903

Hanalei Overlook Parking

From Kuhio Highway

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	4615	8	Excellent	Asphalt	$0	01-24-2013	$57,400



Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

Failed

Hanalei Bridge Inventory					
Rte #	Milepost	NBIS #	Sufficiency Rating	Functionally Obsolete	Structurally Deficient
No Bridges to Report					

ROUTE: 400

Features Photographs

Photo: HANA_C4_1230 Route: 400-001-0.0
Begin Section

Photo: HANA_C4_1231 Route: 400-001-0.0
Metal Open Rail Gate

Photo: HANA_C4_1232 Route: 400-001-0.05
2 Concrete Culvert 15ft long 24in dia. 4ft deep

Photo: HANA_C4_1233 Route: 400-001-0.05
2 Concrete Culvert 15ft long 24in dia. 4ft deep

Photo: HANA_C4_1234 Route: 400-001-0.07
Concrete Culvert 15ft long 24in dia. 4ft deep

Photo: HANA_C4_1235 Route: 400-001-0.07
Concrete Culvert 15ft long 24in dia. 4ft deep

ROUTE: 400

Features Photographs

Photo: HANA_C4_1236 Route: 400-001-0.33
2 Plastic Culvert 25ft long 6in dia. 2ft deep

Photo: HANA_C4_1237 Route: 400-001-0.33
2 Plastic Culvert 25ft long 6in dia. 2ft deep

ROUTE: 401

Features Photographs

Photo: HANA_C4_1242 Route: 401-001-0.0
Begin Section

Photo: HANA_C4_1241 Route: 401-001-0.0
Metal Open Rail Gate

Photo: HANA_C4_1243 Route: 401-001-0.03
Plastic Culvert 80ft long 24in dia. 2ft deep

Photo: HANA_C4_1244 Route: 401-001-0.12
Plastic Culvert 40ft long 24in dia. 2ft deep

Photo: HANA_C4_1245 Route: 401-001-0.13
Plastic Culvert 60ft long 24in dia. 2ft deep

Photo: HANA_C4_1246 Route: 401-001-0.2
Metal Open Rail Gate

Features Photographs

Photo: HANA_C4_1247 Route: 401-001-0.26
Plastic Culvert 20ft long 24in dia. 2ft deep

Photo: HANA_C4_1248 Route: 401-001-0.26
Plastic Culvert 20ft long 24in dia. 2ft deep

Photo: HANA_C4_1249 Route: 401-001-0.33
Plastic Culvert 20ft long 24in dia. 2ft deep

Photo: HANA_C4_1250 Route: 401-001-0.33
Plastic Culvert 20ft long 24in dia. 2ft deep

Photo: HANA_C4_1251 Route: 401-001-0.35
Plastic Culvert 20ft long 24in dia. 0ft deep

Photo: HANA_C4_1252 Route: 401-001-0.35
Plastic Culvert 20ft long 24in dia. 0ft deep

Features Photographs

Photo: HANA_C4_1253 Route: 401-001-0.36
Plastic Culvert 20ft long 24in dia. 0ft deep

Photo: HANA_C4_1254 Route: 401-001-0.36
Plastic Culvert 20ft long 24in dia. 0ft deep

Photo: HANA_C4_1255 Route: 401-001-0.37
Plastic Culvert 20ft long 24in dia. 0ft deep

Photo: HANA_C4_1256 Route: 401-001-0.37
Plastic Culvert 20ft long 24in dia. 0ft deep

Photo: HANA_C4_1257 Route: 401-001-0.48
Plastic Culvert 30ft long 24in dia. 1ft deep

Photo: HANA_C4_1258 Route: 401-001-0.48
Plastic Culvert 30ft long 24in dia. 1ft deep

Features Photographs

Photo: HANA_C4_1259 Route: 401-001-0.55
Plastic Culvert 30ft long 24in dia. 0ft deep

Photo: HANA_C4_1260 Route: 401-001-0.55
Plastic Culvert 30ft long 24in dia. 0ft deep

Photo: HANA_C4_1261 Route: 401-001-0.6
Plastic Culvert 20ft long 24in dia. 1ft deep

Photo: HANA_C4_1262 Route: 401-001-0.6
Plastic Culvert 20ft long 24in dia. 1ft deep

Photo: HANA_C4_1263 Route: 401-001-0.79
Plastic Culvert 20ft long 24in dia. 0ft deep

Photo: HANA_C4_1264 Route: 401-001-0.79
Plastic Culvert 20ft long 24in dia. 0ft deep

Features Photographs

Photo: HANA_C4_1265 Route: 401-001-0.83
Plastic Culvert 20ft long 24in dia. 1ft deep

Photo: HANA_C4_1266 Route: 401-001-0.83
Plastic Culvert 20ft long 24in dia. 1ft deep

Photo: HANA_C4_1268 Route: 401-001-0.85
Plastic Culvert 20ft long 24in dia. 1ft deep

Photo: HANA_C4_1269 Route: 401-001-0.85
Plastic Culvert 20ft long 24in dia. 1ft deep

Photo: HANA_C4_1267 Route: 401-001-0.85
Metal Open Rail Gate

Photo: HANA_C4_1270 Route: 401-001-0.86
Plastic Culvert 20ft long 24in dia. 1ft deep

Features Photographs

Photo: HANA_C4_1271 Route: 401-001-0.86
Plastic Culvert 20ft long 24in dia. 1ft deep

Photo: HANA_C4_1272 Route: 401-001-0.88
Plastic WCS Other 30ft long 18in dia. 1ft deep

Photo: HANA_C4_1273 Route: 401-001-0.88
Plastic WCS Other 30ft long 18in dia. 1ft deep

ROUTE: 402

Features Photographs

Photo: HANA_C4_1275 Route: 402-001-0.0
Begin Section

Photo: HANA_C4_1283 Route: 402-001-0.0
Plastic WCS Screw Gate 900ft long 12in dia. 2ft deep

Photo: HANA_C4_1276 Route: 402-001-0.02
Metal Culvert 20ft long 18in dia. 1ft deep

Photo: HANA_C4_1277 Route: 402-001-0.02
Metal Culvert 20ft long 18in dia. 1ft deep

Photo: HANA_C4_1278 Route: 402-001-0.02
Metal Open Rail Gate

Photo: HANA_C4_1281 Route: 402-001-0.3
Plastic WCS Screw Gate 80ft long 24in dia. 1ft deep

ROUTE: 402

Features Photographs

Photo: HANA_C4_1282 Route: 402-001-0.3
Plastic WCS Screw Gate 80ft long 24in dia. 1ft deep

Photo: HANA_C4_1279 Route: 402-001-0.92
Plastic WCS Screw Gate 40ft long 24in dia. 2ft deep

Photo: HANA_C4_1280 Route: 402-001-0.92
Plastic WCS Screw Gate 40ft long 24in dia. 2ft deep

ROUTE: 403

Features Photographs

Photo: HANA_C4_1285 Route: 403-001-0.0
Begin Section

Photo: HANA_C4_1287 Route: 403-001-0.01
Metal Culvert 20ft long 24in dia. 1ft deep

Photo: HANA_C4_1288 Route: 403-001-0.01
Metal Culvert 20ft long 24in dia. 1ft deep

Photo: HANA_C4_1286 Route: 403-001-0.01
Metal Open Rail Gate

Photo: HANA_C4_1289 Route: 403-001-0.57
Metal Culvert 15ft long 36in dia. 2ft deep

Photo: HANA_C4_1290 Route: 403-001-0.57
Metal Culvert 15ft long 36in dia. 2ft deep

ROUTE: 403

Features Photographs

Photo: HANA_C4_1291 Route: 403-001-0.8
Metal WCS Flashboard Riser 60ft long 24in dia. 2ft deep

Photo: HANA_C4_1292 Route: 403-001-0.8
Metal WCS Flashboard Riser 60ft long 24in dia. 2ft deep

Photo: HANA_C4_1293 Route: 403-001-0.83
Metal Culvert 40ft long 36in dia. 4ft deep

Photo: HANA_C4_1294 Route: 403-001-0.83
Metal Culvert 40ft long 36in dia. 4ft deep

Photo: HANA_C4_1295 Route: 403-001-0.94
Metal Culvert 40ft long 24in dia. 4ft deep

Photo: HANA_C4_1296 Route: 403-001-0.94
Metal Culvert 40ft long 24in dia. 4ft deep

ROUTE: 403

Features Photographs

Photo: HANA_C4_1295 Route: 403-002-0.94
Begin Section

Photo: HANA_C4_1298 Route: 403-002-0.95
Plastic WCS Flashboard Riser 60ft long 24in dia. 3ft deep

Photo: HANA_C4_1299 Route: 403-002-0.95
Plastic WCS Flashboard Riser 60ft long 24in dia. 3ft deep

Photo: HANA_C4_1300 Route: 403-002-1.06
Plastic WCS Flashboard Riser 120ft long 24in dia. 2ft deep

Photo: HANA_C4_1301 Route: 403-002-1.06
Plastic WCS Flashboard Riser 120ft long 24in dia. 2ft deep

Photo: HANA_C4_1301 Route: 403-003-1.26
Begin Section

ROUTE: 403

Features Photographs

Photo: HANA_C4_1302 Route: 403-003-1.38
Plastic WCS Flashboard Riser 30ft long 24in dia. 2ft deep

Photo: HANA_C4_1303 Route: 403-003-1.38
Plastic WCS Flashboard Riser 30ft long 24in dia. 2ft deep

Photo: HANA_C4_1304 Route: 403-003-1.5
Metal WCS Flashboard Riser 30ft long 24in dia. 3ft deep

Photo: HANA_C4_1305 Route: 403-003-1.5
Metal WCS Flashboard Riser 30ft long 24in dia. 3ft deep

Photo: HANA_C4_1306 Route: 403-003-1.58
Plastic WCS Flashboard Riser 40ft long 24in dia. 2ft deep

Photo: HANA_C4_1307 Route: 403-003-1.58
Plastic WCS Flashboard Riser 40ft long 24in dia. 2ft deep

ROUTE: 403

Features Photographs

Photo: HANA_C4_1308 Route: 403-003-1.68
Plastic WCS Flashboard Riser 40ft long 24in dia. 3ft deep

Photo: HANA_C4_1309 Route: 403-003-1.68
Plastic WCS Flashboard Riser 40ft long 24in dia. 3ft deep

Photo: HANA_C4_1310 Route: 403-003-1.9
Plastic Culvert 40ft long 24in dia. 2ft deep

Photo: HANA_C4_1311 Route: 403-003-1.9
Plastic Culvert 40ft long 24in dia. 2ft deep

Features Photographs

Photo: HANA_C4_1312 Route: 404-001-0.0
Begin Section

Photo: HANA_C4_1313 Route: 404-001-0.06
Metal WCS Flashboard Riser 100ft long 24in dia. 3ft deep other end is buried in a dike

Photo: HANA_C4_1314 Route: 404-001-0.12
Metal WCS Flashboard Riser 80ft long 24in dia. 3ft deep other end is buried in a dike

ROUTE: 405

Features Photographs

Photo: HANA_C4_1321 Route: 405-001-0.0
Begin Section

Photo: HANA_C4_1322 Route: 405-001-0.01
Metal Open Rail Gate

ROUTE: 406

Features Photographs

Photo: HANA_C4_1323 Route: 406-001-0.0
Begin Section

Photo: HANA_C4_1324 Route: 406-002-0.22
Metal Culvert 20ft long 24in dia. 2ft deep

Photo: HANA_C4_1325 Route: 406-002-0.22
Metal Culvert 20ft long 24in dia. 2ft deep

Photo: HANA_C4_1326 Route: 406-002-0.22
Begin Section

Photo: HANA_C4_1327 Route: 406-002-0.37
Metal Open Rail Gate

ROUTE: 800

Features Photographs

Photo: HANA_C4_1238 Route: 800
Metal Open Rail Gate

ROUTE: 801

Features Photographs

Photo: HANA_C4_1331 Route: 801
Metal Culvert 40ft long 24in dia. 3ft deep

Photo: HANA_C4_1332 Route: 801
Metal Culvert 40ft long 24in dia. 3ft deep

Photo: HANA_C4_1330 Route: 801
Metal Open Rail Gate

ROUTE: 802

Features Photographs

Photo: HANA_C4_1333 Route: 802
Metal Open Rail Gate

Accident Summary

Number of Accidents Reported	Timespan of Accidents	Injuries	Fatalities
0	No Accidents to Report	0	0

APPENDIX

TABLE 1 - GENERAL FWS ROAD FUNCTIONAL CLASSIFICATION	
Class I	Principal Refuge Road (Public Roads) - Routes that constitute the main access route, main auto tour route, or thoroughfare for refuge visitors. These routes are accessible by 2WD vehicles. Routes are numbered from 10 to 99.
Class II	Connector Refuge Road (Public Roads) - Routes that provide circulation within the refuge. These routes can also provide access to areas of scenic, scientific, recreational or cultural interest, such as overlooks, campgrounds, education centers, etc. These routes are accessible by 2WD vehicles. Routes are numbered from 100 to 199.
Class III	Special Purpose Refuge Road (Public Roads) - Roads that provide circulation within special use areas such as campgrounds or public concessionaire facilities or access to remote areas of the refuge. These routes may not be 2WD accessible. Routes are numbered from 200 to 299
Class IV	Administrative Access Road (Administrative Roads) - Routes intended for access to administrative developments or structures such as maintenance offices, employee quarters, or utility areas. These routes are accessible by 2WD vehicles. These routes may restrict access to the general public. Routes are numbered from 300 to 399.
Class V	Restricted Road (Administrative Roads) - Routes normally closed to the public, such as maintenance roads, service roads, patrol roads, and fire breaks. These routes may be open to the public for a short period of time for a special use, such as hunting access. These routes may not be 2WD accessible. Routes are numbered from 400 to 499.

A refuge road system contains those routes within or giving access to a refuge or other unit of the FWS that are administered by the FWS, or by the Service in cooperation with other agencies. The assignment of a functional classification (FC) to a refuge road is not based on traffic volumes or design speed, but on the intended use or function of that route

DESCRIPTION OF RATING SYSTEM

Rating Data is collected on four different surface types: Asphalt, Concrete, Gravel, and Native. The Utah LTAP Center's Remaining Service Life (RSL) system is used for all surface types. The RSL system is based on the Strategic Highway Research Program's (SHRP) Distress Identification Manual.

Asphalt Rating System

Data is collected on the following distresses and conditions:

- **Fatigue Cracking** - Interconnected cracks forming small irregular shapes.
- **Longitudinal Cracking** - Cracks running parallel with the roadway, in the direction of traffic.
- **Transverse Cracking** - Cracks perpendicular to the roadway, going across the lane or lanes.
- **Block Cracking** - Interconnected cracks forming large blocks.
- **Edge Cracking** – Cracks running along the edge of the pavement surface.
- **Patches** - Original surface repaired with new asphalt patch material.
- **Potholes** - Holes or depressions in the pavement.
- **Rutting** - surface depressions in the wheel paths.
- **Roughness –** Evenness of pavement for serviceability.
- **Drainage** – Ability of the road surface to drain water based on proper slope.

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

Rating Index Formula

Fatigue, longitudinal, transverse, block, and edge cracking, along with patching and potholes are rated on a 0 - 9 scale (0 = no distress, 9 = maximum distress). The rating given is based on the extent and the severity of the distress. Rutting, roughness, and drainage are rated on a 0 - 3 scale (0 = excellent, 3 = poor). Each distress type has given Remaining Service Life (RSL) values (in years) based on the rating for that particular distress. The distress with the rating resulting in the lowest RSL value is considered to be the governing distress. That value is then assigned as the RSL of the road segment.

Concrete Rating System

Data is collected on the following distresses and conditions:

- **Spalling of Joints** – Chipping, breaking, or cracking of slab edges
- **Joint Seal Damage** – Any damage or condition that enables materials or water to infiltrate into the joint from the surface.
- **Corner Breaks** – A portion of the slab separated by a crack that intersects the adjacent transverse and longitudinal joints, forming approximately a 45° angle to the direction.
- **Broken Slabs** – Faulting and/or cracking localized to individual slabs.

- **Faulting** – Difference in elevation across a crack or joint.
- **Longitudinal Cracking** – Cracks in the pavement running parallel to road.
- **Transverse Cracking** - Cracks in the pavement running perpendicular to the direction of traffic.
- **Patch Deterioration** – Faulting, settling, or cracking of previously placed patch
- **Map Cracking** – A series of cracks that extend only into the upper surface of the Slab

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

Rating Index Formula
The rating procedure for concrete pavement is the same as that for asphalt pavement described previously. Each of the distresses described above are rated on the same 0 – 9 scale. The governing distress is then determined and the RSL associated with that distress is assigned to the road segment.

Gravel and Native Rating System

Data is collected on the following distresses and conditions:
- **Cross Section (Crown)** - Roadway built so that the center is higher than the shoulder, to prevent water from pooling on roadway.
- **Roadside Drainage** - Roadside ditches and culverts to handle water flow and prevent pooling on the roadside.
- **Corrugations (Washboarding)** - Small trenches or holes developing perpendicular to the roadway.
- **Potholes** - Holes or depressions in the roadway.
- **Rutting** - Depressions running parallel with the roadway, in the wheelpaths.
- **Dust** - Amount of dust caused by traffic.
- **Loose Aggregate (Gravel Only)** - Loose gravel, typically piled up on the roadway edges or centerline.

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

Rating Index Formula
The rating procedure for unpaved roads is the same as that for asphalt and concrete pavements described previously. Of the distresses described above, corrugations, potholes, rutting, and loose aggregate are rated on the same 0 – 9 scale previously mentioned. Cross section, roadside drainage, and dust are rated on the same 0 – 3 scale described for asphalt pavement. The governing distress is then determined and the RSL associated with that distress is assigned to the road segment.

Condition Descriptions by Surface Type

The following definitions are used to describe pavement condition for the various surface types. These are general guidelines for condition indications.

Asphalt

Excellent – Recently constructed or overlaid road where construction or overlay was performed correctly- No maintenance required. RSL = 19-20 years.

Good – Low extent longitudinal and transverse cracks. All cracks are 1/4" or less with little or no crack erosion. Patches are in good condition and applied correctly. Routine Maintenance recommended. RSL = 13-18 years.

Fair - Roads are in good structural condition with little or no fatigue cracking. Longitudinal, transverse, and edge cracking is at medium extent and severity. Block cracking is not extensive. Any patches are in good condition. Preventative maintenance recommended. RSL = 7-12 years.

Poor - Road beginning to show signs of structural distress. Fatigue cracking is medium to high extent and medium severity. Cracking will be severe. Surface may have severe block cracking and show. Patches are in fair to poor condition. There is moderate distortion or rutting and occasional potholes. Rehabilitation recommended. RSL = 1-6 years.

Failed - Road is severely deteriorated. Signs of structural failure appear along with severe and extensive fatigue cracking, distortion, potholes, or extensive patches in poor condition. Reconstruction recommended. RSL = 0 years.

Concrete

Excellent - New pavement. No maintenance required. RSL = 19-20 years

Good - First signs of transverse cracking, patch or repair, more extensive pop-outs, or scaling. Sealing or routine maintenance recommended. RSL = 13-18 years.

Fair – Pavement has join or crack spalling, and/or faulting, along with cracking at corners with broken pieces. Any Patches are in fair condition and faulting is at a minimum. Preventative maintenance recommended. RSL = 7-12 years.

Poor - Joints and cracks are open 1 inch, spalled, or patched. Faulting is more severe. Rehabilitation recommended. RSL = 1-6 years.

Failed - Most slabs have failed structurally, and faulting is severe. Reconstruction recommended. RSL = 0 years.11-9

The following table shows the relationship between RSL and condition.

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE (Asphalt and Concrete Pavements)								
	FAILED	POOR		FAIR		GOOD		EXCELLENT
RSL Years	0	1-3	4-6	7-9	10-12	13-15	16-18	19-20

Gravel and Native

Note - Native surfaces do not have a gravel layer.

Excellent - Newly constructed road that has been constructed properly with proper crown, drainage and gravel layer. Little or no distress. No maintenance recommended. RSL = 8-10 years.

Good - Crown, drainage provisions, and gravel layer are in good condition. Distress limited to traffic effects such as dust, loose aggregate, and low severity corrugations (wash boarding). RSL = 5-7 years.

Fair - Adequate drainage and crown through majority of roadway. Crown repair, ditch improvement may be necessary. Road has more severe corrugations and potholes. Preventative maintenance recommended. RSL = 3-4 years.

Poor - Travel at slow speeds is necessary. Additional gravel layer needed to carry traffic. Poor crown. Ditching is inadequate and rutting is extensive and severe. Rehabilitation recommended. RSL = 1-2 years.

Failed - Travel is difficult, and road may be closed at times. Rutting and Corrugations are very severe. Total Reconstruction of road is recommended. RSL = 0 years.

The following table shows the RSL values for gravel and native roads in terms of excellent, good, fair, poor, and failed condition.

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE (Gravel and Native Surfaces)					
	FAILED	POOR	FAIR	GOOD	EXCELLENT
RSL Years	0	1-2	3-4	5-7	8-10

NATIVE PRIMITIVE/IMPROVED RATING SHEET

Cross Section (Crown)*

Severity	Condition		Description
	No Defects	0	Crown 4-6" with no restriction of water flow from centerline to ditch.
	Minor Defects	1	Inadequate or inconsistent crown. Drainage to ditch may be restricted.
	Moderate Defects	2	Flat crown, drainage to ditch restricted.
	Major Defects	3	Reverse crown, bowl-shaped road, drainage on roadway

Rutting

Severity	No Defects	Extent (Length) Low <10%	Med 10-30%	High >30%
Low < 6"		1	2	3
Med 6-12"		4	5	6
High > 12"		7	8	9

Roadside Drainage*

Severity	Condition		Description
	No Defects	0	Wide, deep ditches (>4') with no restriction to water flow.
	Minor Defects	1	Adequate ditches (>2' deep), minor obstructions restrict water flow.
	Moderate Defects	2	Shallow, narrow and obstructed ditches. Minor erosion of road.
	Major Defects	3	No ditch, drainage on roadway with moderate to severe erosion.

Potholes

Severity	No Defects	Extent (Area) Low <10%	Med 10-30%	High >30%
Low < 6"		1	2	3
Med 6-12"		4	5	6
High > 12"		7	8	9

Dust

Severity	Condition		Description
	No Defects	0	No obstruction to sight distance.
	Minor Defects	1	Sight distance > 550'
	Moderate Defects	2	Sight distance 225'-550'
	Major Defects	3	Sight distance < 225'

Corrugations

Severity	No Defects	Extent (Length) Low <10%	Med 10-30%	High >30%
Low < 3"		1	2	3
Med 3-6"		4	5	6
High > 6"		7	8	9

* Crown and Drainage are not rated for roads that have no constructed crown or drainage. This applies to Native and Gravel roads.

GRAVEL RATING SHEET

Cross Section (Crown)

Severity	Condition		Description
	No Defects	0	Crown 4-6" with no restriction of water flow from centerline to ditch.
	Minor Defects	1	Inadequate or inconsistent crown. Drainage to ditch may be restricted.
	Moderate Defects	2	Flat crown, drainage to ditch restricted.
	Major Defects	3	Reverse crown, bowl-shaped road, drainage on roadway

Rutting

Severity	No Defects	Extent (Length) Low <10%	Med 10-30%	High >30%
Low < 1"		1	2	3
Med 1-3"		4	5	6
High > 3"		7	8	9

Roadside Drainage

Severity	Condition		Description
	No Defects	0	Wide, deep ditches (>4') with no restriction to water flow.
	Minor Defects	1	Adequate ditches (>2' deep), minor obstructions restrict water flow.
	Moderate Defects	2	Shallow, narrow and obstructed ditches. Minor erosion of road.
	Major Defects	3	No ditch, drainage on roadway with moderate to severe erosion.

Potholes

Severity	No Defects	Extent (Area) Low <10%	Med 10-30%	High >30%
Low < 1"		1	2	3
Med 1-3"		4	5	6
High > 3"		7	8	9

Dust

Severity	Condition		Description
	No Defects	0	No obstruction to sight distance.
	Minor Defects	1	Sight distance > 550'
	Moderate Defects	2	Sight distance 225'-550'
	Major Defects	3	Sight distance < 225'

Corrugations

Severity	No Defects	Extent (Length) Low <10%	Med 10-30%	High >30%
Low < 2"		1	2	3
Med 2-4"		4	5	6
High > 4"		7	8	9

* Crown and Drainage are not rated for roads that have no constructed crown or drainage. This applies to Native and Gravel roads.

Loose Aggregate

Severity	No Defects	Extent (Area) Low <10%	Med 10-30%	High >30%
Low < 1"		1	2	3
Med 1-3"		4	5	6
High > 3"		7	8	9

ASPHALT RATING SHEET

Fatigue Cracking

Severity	No Defects	Extent: Low 1 crack WP	Extent: Med 2 cracks WP	Extent: High >30% length
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Edge Cracking

Severity	No Defects	Extent (Length): Low <10%	Extent (Length): Med 10-30%	Extent (Length): High >30%
0-6" from curb		1	2	3
6-18" from curb		4	5	6
> 18" from curb		7	8	9

Longitudinal Cracking

Severity	No Defects	Extent: Low 1 crack full length	Extent: Med 2 cracks full length	Extent: High >2 cracks full length
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Block Cracking

Severity	No Defects	Extent (Length): Low > 15x15' squares	Extent (Length): Med 15-10' squares	Extent (Length): High <10x10' squares
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Transverse Cracking

Severity	No Defects	Extent (ft between cracks): Low > 200'	Extent (ft between cracks): Med 200-50'	Extent (ft between cracks): High < 50'
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Utility Cuts

Severity	No Defects	Extent (Length): Low <10%	Extent (Length): Med 10-30%	Extent (Length): High >30%
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Drainage/Roughness/Rutting

Severity	Condition		Description
	No Defects	0	Wide, deep ditches with no obstructions, smooth ride, no rutting, no potholes.
	Minor Defects	1	Drainage may be obstructed, < 1" rutting, minor roughness.
	Moderate Defects	2	Poor drainage, 1-2" rutting, noticeable roughness, potholes < 6" wide.
	Major Defects	3	No drainage; > 2" rutting; potholes 6-12" wide create roughness requiring reduced speeds.

CONCRETE RATING SHEET

Spalling of Joints

Extent (% joints)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low Spalls < 3"	1	2	3
	Med Spalls 3-6"	4	5	6
	High Spalls > 6"	7	8	9

Broken Slabs

Extent (% slabs)

Severity	No Defects	Low <5%	Med 5-15%	High >15%
	Low-no more than 3 pieces, no spalling/faulting	1	2	3
	Med-broken into >3 pieces, spalling/faulting <1/4"	4	5	6
	High-4 or more pieces, spalling/faulting >1/4"	7	8	9

Transverse Cracks

Extent (% slabs)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low-Cracks < 1/8"; no spalling/faulting	1	2	3
	Med-Cracks 1/8-1/2"; spall <3", fault >1/4"	4	5	6
	High-Cracks > 1/2"; spall >3", fault >1/4"	7	8	9

Joint Seal Damage

Extent (%joints)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low <10% joint length	1	2	3
	Med 10-50% joint length	4	5	6
	High >50% joint length	7	8	9

Faulting

Extent (Length)

Severity	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 1/2"	1	2	3
	Med 1/2-1"	4	5	6
	High > 1"	7	8	9

Patch Deterioration

Extent (Area)

Severity	No Defects	Low <10%	Med 10-30%	High >30%
	Low-no fault, no settle at perimeter	1	2	3
	Med-fault & settle <1/4" at perimeter	4	5	6
	High-fault & settle >1/4" at perimeter, cracked patch	7	8	9

Corner Breaks

Extent (% of slabs)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low-corner cracks, no spalling or faulting	1	2	3
	Med-crack slightly spalled & faulted <1/4"	4	5	6
	High-crack highly spalled & faulted >1/4"	7	8	9

Longitudinal Cracks

Extent (% slabs)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low-Cracks < 1/8"; no spalling/faulting	1	2	3
	Med-Cracks 1/8-1/2"; spall <3", fault >1/2"	4	5	6
	High-Cracks > 1/2"; spall >3", fault >1/2"	7	8	9

Map Cracks

Extent (Area)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low-small connected cracks, no spalling	1	2	3
	Med-connected cracks, no spalling	4	5	6
	High-large connected cracks with surface spalling	7	8	9

Deficiency Ratings With Associated Remaining Service Life

Asphalt Rating Sheet

Fatigue Cracking	
Distress Rating	Remaining Service Life
0	20
1	10
2	8
3	6
4	8
5	6
6	4
7	6
8	2
9	0

Edge Cracking	
Distress Rating	Remaining Service Life
0	20
1	12
2	10
3	8
4	10
5	8
6	6
7	8
8	6
9	4

Transverse Cracking	
Distress Rating	Remaining Service Life
0	20
1	14
2	12
3	10
4	12
5	10
6	8
7	10
8	6
9	2

Utility Cuts	
Distress Rating	Remaining Service Life
0	20
1	14
2	12
3	10
4	12
5	10
6	8
7	10
8	6
9	2

Longitudinal Cracking	
Distress Rating	Remaining Service Life
0	20
1	14
2	12
3	10
4	12
5	10
6	8
7	10
8	8
9	6

Block Cracking	
Distress Rating	Remaining Service Life
0	20
1	12
2	10
3	8
4	10
5	8
6	6
7	12
8	6
9	2

Drainage/Roughness/Rutting	
Distress Rating	Remaining Service Life
0	20
1	16
2	10
3	4

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE IN YEARS (Asphalt & Concrete Roads)

RSL	FAILED 0	POOR 1 - 6	FAIR 7 - 12	GOOD 13 - 18	EXCELLENT 19 - 20

Concrete Rating Sheet

Spalling	
Distress Rating	Remaining Service Life
0	20
1	15
2	12
3	10
4	12
5	10
6	8
7	10
8	6
9	0

Broken Slabs	
Distress Rating	Remaining Service Life
0	20
1	15
2	12
3	10
4	12
5	10
6	8
7	10
8	6
9	0

Transverse Cracks	
Distress Rating	Remaining Service Life
0	20
1	18
2	15
3	12
4	15
5	10
6	6
7	10
8	4
9	0

Joint Seal Damage	
Distress Rating	Remaining Service Life
0	20
1	16
2	14
3	12
4	14
5	10
6	8
7	12
8	8
9	6

Faulting	
Distress Rating	Remaining Service Life
0	20
1	15
2	12
3	10
4	12
5	8
6	6
7	10
8	4
9	0

Patch Deterioration	
Distress Rating	Remaining Service Life
0	18
1	16
2	14
3	12
4	12
5	10
6	8
7	10
8	6
9	0

Corner Breaks	
Distress Rating	Remaining Service Life
0	18
1	16
2	14
3	12
4	12
5	10
6	8
7	10
8	6
9	0

Longitudinal Cracks	
Distress Rating	Remaining Service Life
0	20
1	18
2	15
3	12
4	15
5	10
6	6
7	10
8	4
9	0

Map Cracks	
Distress Rating	Remaining Service Life
0	20
1	18
2	15
3	12
4	12
5	10
6	6
7	10
8	4
9	0

Deficiency Ratings With Associated Remaining Service Life

Native Primitive Improved Rating Sheet

Cross Section	
Distress Rating	**Remaining Service Life**
0	10
1	7
2	5
3	0

Rutting	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	5
4	7
5	4
6	3
7	4
8	2
9	0

Roadside Drainage	
Distress Rating	**Remaining Service Life**
0	10
1	8
2	4
3	0

Potholes	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	5
4	7
5	4
6	3
7	4
8	2
9	0

Dust	
Distress Rating	**Remaining Service Life**
0	10
1	8
2	6
3	2

Corrugations	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	7
4	6
5	5
6	5
7	4
8	3
9	0

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE IN YEARS (Gravel & Native Roads)

RSL	FAILED 0	POOR 1 - 2	FAIR 3 - 4	GOOD 5 - 7	EXCELLENT 8 - 10

Gravel Rating Sheet

Cross Section	
Distress Rating	**Remaining Service Life**
0	10
1	7
2	5
3	0

Rutting	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	5
4	7
5	4
6	3
7	4
8	2
9	0

Roadside Drainage	
Distress Rating	**Remaining Service Life**
0	10
1	8
2	4
3	0

Potholes	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	5
4	7
5	4
6	3
7	4
8	2
9	0

Dust	
Distress Rating	**Remaining Service Life**
0	10
1	8
2	6
3	2

Corrugations	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	7
4	6
5	5
6	5
7	4
8	3
9	0

Loose Aggregate	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	8
3	7
4	8
5	7
6	6
7	5
8	3
9	0